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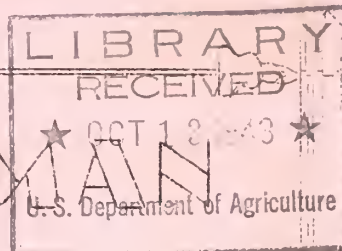


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THE

REA

LONE MAN



RURAL ELECTRIFICATION ADMINISTRATION

U.S. DEPARTMENT OF AGRICULTURE

VOL. II, No. 4

April-May 1942

St. Louis, Mo.

EVERY ACCIDENT
HELPS THE AXIS:
FIGURES PROVE IT

It is not possible that any American would knowingly help the axis. Yet every American who suffers an accident is directly assisting the axis. That is something few Americans have thought about. Any loss of materials, or loss of resources, that America suffers is that much subtracted from our total strength in fighting the axis. Loss of working hours, or loss of man power are the losses most serious to us. Accidents, therefore, directly aid Hitler and his gangsters.

The case can perhaps best be presented by some figures.

Last year 101,500 persons were killed in accidents in the United States. The number of injured was 9,300,000. Those accidents represented a loss in cash of \$3,750,000,000. Disregard, for the present,

(Turn to Axis, page 6)

ACCIDENTS COSTLY IN WAR TIME

No one step which could be taken to increase production would be more effective than cutting down the number of industrial accidents. That is the opinion of L. Metcalf Walling, Federal Wage and Hour Administrator, as expressed in an interview recently. Time lost through strikes, Mr. Walling said, mean almost nothing by comparison.

"Since Pearl Harbor," Walling said, "time lost through strikes has dropped to almost nothing, while the number of men killed or injured in industry continues to rise.

Walling cited figures showing an 8 percent rise in industrial accident deaths in 1941 over 1940, and an 11 percent increase in the first quarter of 1942 over the comparable 1941 period.

Non-fatal accidents rose even more, he said, and were up 25 percent in 1941 over 1940.

VALE, ORE. HAS MANY
WELL-TRAINED HELPERS

Vale, Oregon, is now well supplied with trained first-aid helpers. Thirty-seven persons passed the final examination of the first aid course given there, reports the Malheur Co-operative Electric Association. The records have been sent to the division office of the National Red Cross at San Francisco.

MOUNT VERNON EMPLOYEES
AWAIT CERTIFICATES

Employees of the Tri-County Electric Co-operative, Inc., of Mt. Vernon, Illinois, are eagerly awaiting certificates for having completed the advanced course of the Red Cross First Aid.

Money talks! United States War Savings Bonds and Stamps shout "Victory!"

REA LINEMAN
TO APPEAR ONLY
EVERY OTHER MONTH

LINEMAN'S GREATEST ENEMY
PREPARES ANNUAL OFFENSIVE

Beginning with this issue, The REA Lineman will appear only every other month. This is forced on us by the paper situation, a situation that is more serious than most people seem to believe.

But that is not all. We shall not be able to put out as many copies of each issue as we had been getting out. We shall be able to send only one copy to each system.

All this we regret as much as any one, but it is a necessary economy, due to the war. The blame is Adolf Hitler's. Much as we regret the required restrictions, we gladly submit to them and to others as needed, so great is our interest in defeating the monster and all he means.

To you the restriction must have another meaning. The Lineman must now be passed from hand. Try not to keep it too long at first, so that others in your system who should read it may get to it without too long a wait. But read it thoroughly and thoughtfully when you get it. Then later, after everyone has had a chance to go over it, you may get it again to re-read some specific matter that you want to see again.

But, though. The Lineman will be coming to you less frequently than before, the practice of safety must not

This is the time of the year when everything comes to life. It is spring. It is also the time of the year when a lot of unpleasantness comes to life, and we must take the offensive to destroy it. Especially to destroy the things which destroy life. Our greatest enemy -- the electric shock -- is preparing its annual summer offensive. We know this from a highly authoritative source -- the accident record.

Every year electric shock takes its greatest toll during spring and summer. We are also preparing for our spring offensive. Our big push will be for the use of RUBBER GLOVES and for PROTECTIVE GROUNDS. We must strike now and strike hard. We ask you, Mr. Regional Operations Engineer, Mr. Field Representative, Mr. Director, Mr. Superintendent, Mr. Safety and Job Training Instructor, and all the committees and everyone else connected with accident prevention to make a special effort to put across the idea of using rubber gloves and making sure of protective grounds.

If protective grounds cannot be seen from the working position, RUBBER GLOVES MUST BE WORN REGARDLESS OF THE WORK TO BE PERFORMED ON THE POLE. EVERY WIRE SHOULD BE CONSIDERED AN ENERGIZED WIRE IF PROTECTIVE GROUNDS CANNOT BE SEEN FROM THE WORKING POSITION.

We have stated before and we will probably have to state it many times more that in 1941 in 83 percent of all electric shock accidents, THE BURNS WERE ON THE HANDS. Everyone connected with accident prevention in REA should make a special effort now to eliminate the electric shock accidents. Have YOUR battle cry, "REMEMBER: THE BURNS WERE ON THE HANDS."

Billions for Allied victory. . . . or for tribute to dictators? Buy U. S. War Bonds and Stamps.

DEFENSE IN THE AIR
BEGINS ON THE GROUND

REMEMBER: THE BURNS
WERE ON THE HANDS!

be any less rigid. In fact, the same reasons that force us to fewer issues and to fewer copies of each issue, must impel you to greater caution. We are at war, and we must conserve our resources. That goes for our resources in manpower as well as in materials. Man power, in fact, is our most precious resource.

DISCUSSION CASE #5
(See March Issue)

Following is the fifth of a series of descriptions of accidents and how to prevent them. It is suggested that these accidents be discussed at your Safety Meetings and that you forward any comments or criticisms you may have to the editor.

A crew was hanging a CSP transformer. All work had been completed with the exception of connecting the jumper to the transformer and to the line. The jumper had been sent up to the lineman, and the groundman turned away to get a hot stick. While the lineman was installing the jumper, or as he was changing position, the jumper contacted the energized primary. This caused severe burns on the lineman's hands and feet. It was stated that rubber gloves were not used because this work was not considered hot-line work, and also because it was believed that rubber gloves might have led to a false sense of security resulting in recklessness.

It is our opinion that EVERYTHING should be considered as work on ENERGIZED LINES unless one can, from the working position, SEE THE PRIMARY GROUND. If you cannot see the primary grounded from the working position, RUBBER GLOVES should be worn while on the pole REGARDLESS of the work to be performed.

Of all our electric shock accidents NOT ONE PERSON DELIBERATELY TOUCHED AN ENERGIZED PRIMARY. This, of course, is easy to understand. It means suicide. We doubt we have any suicides. But an accident is "an unexpected or unforeseen event." We, who review the accident reports, see many "unexpected or unforeseen events." Review the last four Discussion Cases in the Lineman and see the different "unexpected and unforeseen events." Accidents happen when the line is supposed to be dead, when it was dead and became energized, when the lineman knew the primary was energized but had no intention of touching it and in cases such as these. We can, however, repeat and repeat one thing which is common to 83 percent of all our electric shock accidents THE BURNS WERE ON THE HANDS. RUBBER GLOVES ARE A LINEMAN'S BEST LIFE INSURANCE. REMEMBER THE BURNS WERE ON THE HANDS.

GROUND MOTOR FRAME

Where washing machines, electric pump motors, separator motors and other similar installations are used, it is strongly recommended that the motor frame be grounded to prevent the possibility of accident at shock. This is especially true where conditions are damp or crowded.

(From HOME SAFETY-----
April, 1942)

SALT IN DRINKING WATER

Salt is very necessary to health. Salt and water will keep you alive longer than water and food with the salt removed.

Your body consists of about 80 percent water. Salt is important in helping to keep the necessary amounts of water in all parts of your body.

But both the water and salt in your body gradually are being used up. One of the chief causes of these losses is heat which causes perspiration. A man working in summer sun or in the heat of boiler rooms, foundries, blast furnaces, bakeries, etc., may lose as much as two gallons of water through excessive perspiration in eight hours. Salt also is lost in all perspiration.

It is very necessary to replenish this salt and water lost from your body. Lack of salt is often a cause of heat cramps.

You can easily keep the salt content of your body normal by adding salt to your drinking water. Add a level teaspoonful of table salt to one gallon of water (or smaller quantities in same proportion). Cool, not ice-cold, water is best for drinking.

Some persons use salt tablets for this purpose, but common table salt is satisfactory. (National Safety Council Inc. Safety Instruction Card No. 413)

THE REA LINEMAN

Vol. II, No. 4

April-May, 1942

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of Safety for Employes of REA Systems

David A. Fleming, Editor

WHAT IF THIS HAD BEEN YOUR LINEMAN?

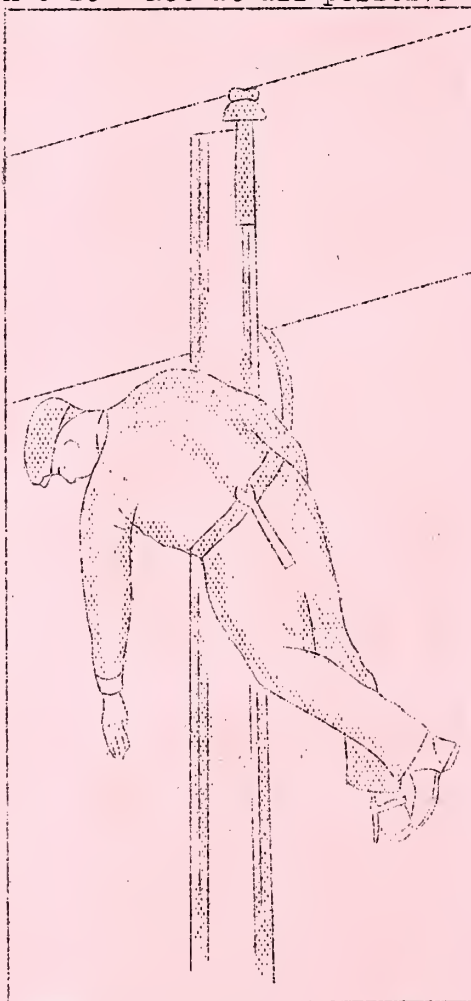
The illustration below is adapted from the April newsletter of the Texas REA Safety and Job Training Unit. There is a paragraph that went with the illustration we should like to quote:

"Gruesome picture, isn't it? Not at all positive in its appeal -- and yet would you feel that you had done your best to preserve his life when you had not cooperated in the very program that was organized to save his life?"

Let's go a step farther. Suppose he was employed on a neighboring system. Or suppose he was no acquaintance at all. Suppose even he was working in a distant part of your state. Would you feel differently? I doubt it. I think you would have the same feeling. Possibly a little less intense but in nowise different. You would indeed be mightily sorry if you had overlooked an opportunity to assist a fellow being.

This is not the only reason for organizing all the REA cooperatives in your state for an effective safety program. Perhaps you have a well-designed safety program in your own system. Or in connection with a few neighboring systems. That's fine! However, compensation insurance rates reflect accident experiences of your entire state. Consequently, your own accident prevention efforts, or those of your immediate neighbor's,

(Turn to Editorial, Top Page 7)



SHORT STORIES

WITH MORALS

(These accidents were reported to REA in February and March).

1. A power plant engineer suffered fractures of an ankle and 2 fingers when a connecting rod fell. The connecting rod was being lowered into place and the supporting chain slipped, allowing the rod to fall.

2. A line crew was hitching a trailer to their truck. One member was adjusting the telescoping tongue and caught his hand, mashing 4 fingers.

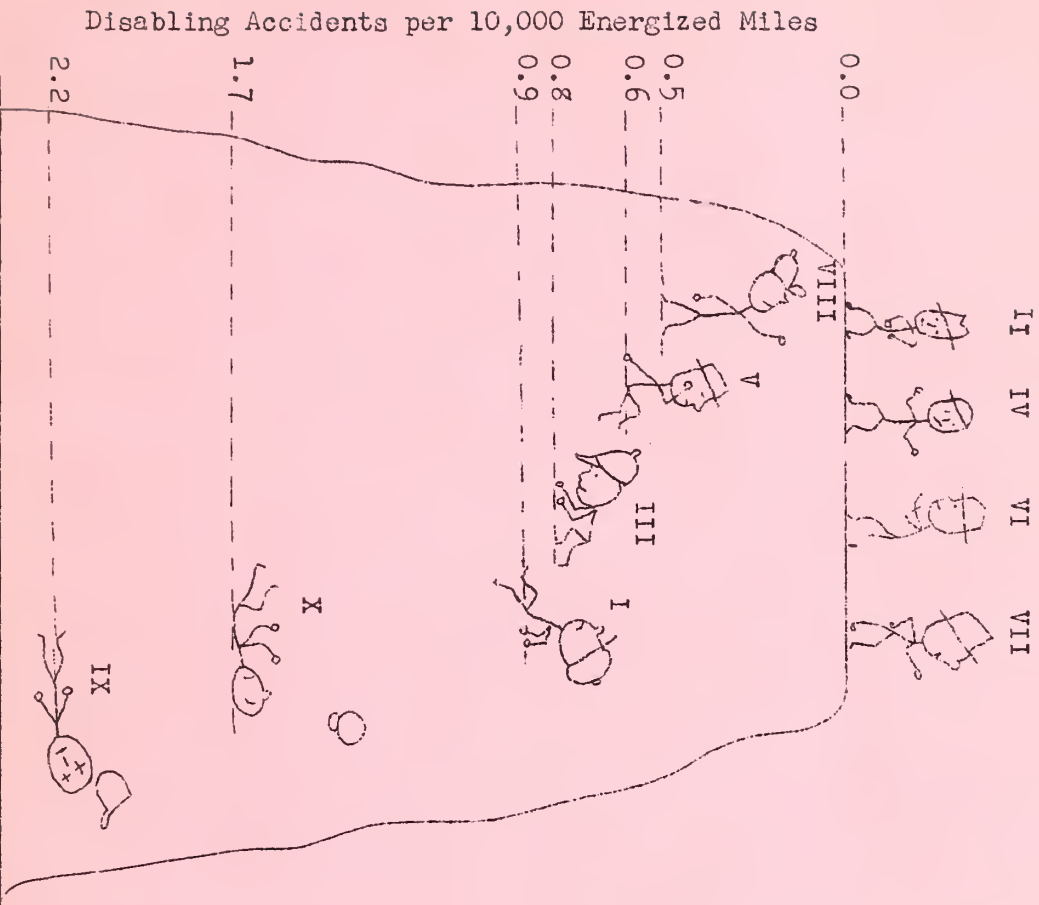
3. On a dismantling job, a groundman was untying on a pole at a RR crossing. Wire was sagging low over the tracks. Engine crew failed to see line crew member on R/W bank, and pulled the low-sagging wire over the cross-arm. The groundman, on the pole, observed the engine's approach, and slipping his belt over his shoulders, jumped about 28 feet to ground. Bruises and cuts were suffered.

4. A staking engineer suffered an eye injury when a creosoted splinter was dislodged by rope used in sagging.

5. In order to de-energize a section of line, a lineman had to cut a jumper because no hot clamp had been installed. He cut it in such manner that it remained hot, and grabbed it in his hand. His body was found hanging in the belt from the

(Turn to Morals, Page 6)

ACCIDENT FREQUENCY ON REA SYSTEMS
Employees Only
Third Month



The same four are still on top
Determined that they will not drop
Another four have slipped so what;
When will they learn the lines are hot!

Electric shock -- our greatest foe
Has handed us another blow
Two deaths were added to the score
Let's stop this thing for-ever-more.

Let's wear our gloves and you will find
Our accidents will then decline
ON WEARING GLOVES we'll take our stand
FOR AGAIN THE BURNS WERE ON THE HANDS!!

REGION	THIS YEAR	LAST YEAR
I	0.9	0.0
II	0.0	0.4
III	0.8	0.6
IV	0.0	0.0
V	0.6	1.3
VI	0.0	0.9
VII	0.0	1.0
VIII	0.5	1.0
IX	2.2	0.0
X	1.7	0.7
U.S.	0.6	0.6

AXIS (cont'd. from page 1)
the loss in money and what it would mean, even though the country is now struggling to scrape up every dollar for the war effort. Consider only the loss of life.

Fatalities in the 20 to 45-year age bracket, the bracket of military service and greatest labor productivity, were 26,000. Approximately 18,000 workers were killed in occupational accidents and another 29,000 were killed in off-the-job accidents. Is it clear what that means?

The 26,000 who died needlessly totaled a loss equal to the destruction of two army divisions. What a gift to Hitler to rob ourselves of that strength. The death of the others represents a loss in man-power sufficient to build twenty battleships, or 200 destroyers, or 7,000 bombers. If the billion and a half man hours lost in 1940 because of accidents could have been conserved and properly directed, it would have sufficed to build 15,000 to 18,000 big bombers, 30,000 medium bombers, 75,000 or more fighter planes, 450 submarines, 375 destroyers or 45 battleships. Does Hitler appreciate that loss? He does. It is the same as if we had made him a present of that much war materials. It makes his difficulties just that much less. And makes ours that much more. And we are not bent on making his troubles

WORSE THAN BOMBING

If Japanese and German planes drop tons of bombs on American cities, they probably could not do more damage to the war effort than carelessness already is doing, Joseph B. Eastman, director of the Office of Defense Transportation, said recently. "The fact is," Eastman added, "that accidents are more helpful to the enemy, because they cost him nothing."

less. Nor ours greater. Is the point clear now? Every accident then is a blow to our own country, to our democracy, and to the hopes of our future.

REA linemen are not bent on giving Hitler any help either. On the contrary, as good Americans, they are determined to muster every bit of force that we have to make victory certain and speedy. It therefore is incumbent upon every lineman to observe every practice of safety that is known to his occupation. Not a life must be lost from American resources of man-power, and not an hour must be missed from our American resources of labor time. It is more than ever essential that men work safely. Safety now is patriotic. It will help us win the war. It will help us defend the enemies of our democracy.

MORALS (con'd. from page 4)
ground moulding; rubber gloves were found in the truck.

6. A chip from a cutout flew in a man's eye as he closed the cutout.

7. A laborer strained his back lifting a transformer.

8. A lineman strained his back. It is reported a fellow worker did not carry his share of the load in lifting a pole.

9. Two linemen were returning from a trouble call in a recently purchased (1934) coupe, fitted for use on muddy roads. The car was completely wrecked sliding into a bridge. One man suffered a broken nose, the other a broken rib, nerve injury and cuts. They say "The steering equipment failed to work."

10. A laborer suffered an abdominal injury lifting butt of 45'-7 pole onto trailer with two other workers.

11. A lineman mistakenly assumed a line was dead. He climbed the pole and grasped the insulator on ridge pin. He apparently jumped when arc occurred. It was reported no burns were found on body and neck was not broken.

12. A crew was stringing 200-500 foot sections of wire which was laid out and spliced for secondary under-build. Upon coming to a road crossing where a section had been placed on brackets 6 feet below
Turn to Morals page 7

REGION VI SETS
EXAMPLE IN HOW
TO END ACCIDENTS

One of the saddest accidents in all REA history occurred in Region VI. It happened last August. The following month Region VI showed the worst accident record of any region in the REA for the first ten months of 1941. Not only was the frequency rate in that region greatest, but Region VI accounted for 22 percent of all the fatal accidents in REA systems.

But at the end of April 1942 Region VI had completed half a year without a single accident, fatal or disabling. How was that accomplished?

The entire region suddenly became acutely aware of the need for greater effort in accident prevention. Accident prevention took foremost position in the minds and thoughts and speech of everyone connected with the REA in that region. A safety job training program was organized, group meetings were held, individual systems also held meetings. After two months of that sort of activity, accidents stopped.

But for Region VI congratulations are in order. They are herewith extended to the operating forces of each separate system, to the superintendents or managers, to the boards of

EDITORIAL - continued from page 4

are not enough. The effort must be throughout the state to be effective and to reflect in the insurance cost.

You know the meaning of cooperation. You know what it has done for you. It has made your electric system possible. Cooperation in your state on a statewide safety and job training program will help you prevent needless loss of life and unnecessary suffering. It will, in addition, help you reduce your overhead expense through lowered insurance rates.

You can help the program. Your help is needed, both inspirationally and financially. Nearly 100% participation in a state is necessary to make it economically advantageous. Of course, that need not stop you from improving your own system program as much as you can. The better your program, the greater your contribution in inspiration and guidance to the entire state.

directors, and to the safety and job training committee and supervisor. In fact, to the entire personnel of the region. And to everyone else who had helped through publicity or otherwise to make the effort succeed. They have every reason to feel proud. We are proud of YOU. 'Twas a good job well done.

But one word of caution. The interest must not lag. It is even better to redouble the effort. Region VI has set a pace and the way to maintain it is through active interest. And the way to maintain interest is through safety and job training.

Also remember this -- the load cannot be carried by just a few. Everyone must participate, as all will benefit through the reduced insurance rates that are bound to come if this fine record is maintain-

ed.

A word to other regions. You don't HAVE to have the worst record to seek to improve it. Region VI has shown what can be done. Now what can YOU do?

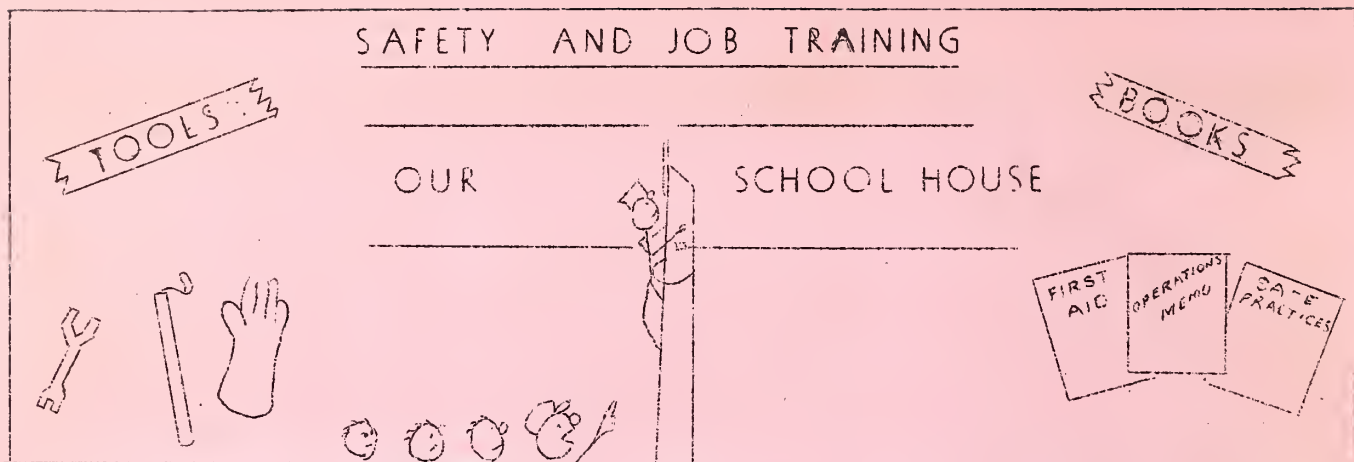
MORALS (cont'd. from p. 6)

primary on either side of road the lineman stuck one end of the section in the ground. Then he went to the other end and pulled it, causing the first end to flip into the primary. He was electrocuted.

13. A lineman fell from an icy pole.

14. A serviceman working on a ladder was pulling slack. The service knob on house pulled out and serviceman fell, straining ligaments in knee and leg. The wood behind the knob was split and went unnoticed because of roofing paper covering.

SAFETY AND JOB TRAINING



The ground has been broken. The work has started. The states that get the credit are Indiana and Oklahoma. We are grateful to the committees in those states, and those others who worked with them in arranging the initial meetings, for the fine job they did and the interest they helped create. We have a feeling there will be 100% participation in all systems in both those states.

The newest member of the family of safety and job-training supervisors is F. W. White, Jr., of Mississippi. Mr. White carries the title of "Director." Mr. White, what shall we call you for short?

The Texas Safety and Job Training Unit is preparing a set of standards for line work. From what we have already seen, these standards should make models for other states. It is a big job the Texans have undertaken but they will see it through.

WANTED

State Supervisors for the Safety and Job Training Program in Texas, Alabama, Kentucky, Indiana, Oklahoma.

Qualifications:

10 years' linework, one-half of which in a supervisory capacity. Approved instruction in First Aid. Good salary and expenses.

The unit is looking for a man with some college training in addition to his experience as a lineman. Texas, as Texans say, has the best of everything in the country. So if you want that post, you will have to be quite good. But O. W. Davis, Secretary-Treasurer, at Rusk, Texas, will take your application, and better rush it.

Ohio and Illinois are about to start on their second year. To the committees and the retiring members -- an orchid! They have pioneered in a program, the

significance of which many have not yet grasped. They have had hard days and many headaches. And there have been many obstacles. The baby is still small and has a long, rough road to travel. But the baby is healthy and, therefore, will survive. Ohio and Illinois had a big job to do and did it. This alone should give those states more gratification than any words here. But the orchid just the same!

ANYONE MAY SIT IN AT SAFETY SESSIONS

Linemen, helpers, superintendents, board members and anyone else who wants to, may sit in at the safety meetings of the Red River Valley Coop Power Association. Anyone can join in the discussion on safety methods pertaining to the farm and to the electric installations. The safety meeting held last April was attended by employees and officials of all co-ops in the neighborhood.

REMEMBER: THE BURNS
WERE ON THE HANDS!